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The Daily Press.

HONGKONG, AUGUST 26TH 1909.

The first step toward constitutional govern-
ment in China is being taken. Arrange-
ments for the election of representatives to
the new provincial governments have been
completed, and Kwangtung, with its pro-
gressive capital, Canton, has had the honour
of showing the way to the remainder of the
Empire. The elections in the adjacent pro-
vince have taken place this week, and
already the names of the successful candi-
dates have been published in the Chinese
Press.

Constitutional government for China had
long been discussed, but the subject seemed
as if it would remain nothing more than an
ideal, or a foolish incongruous fancy, accord-
ing to the point of view, when, to the sur-
prise of the world, the late EMPEROR made a
declaration sanctioning the introduction of
constitutional government, but stipulating
that it should not come into effect for some
years, in order to give opportunities for the
Chinese to qualify in methods of government
by representation. The wisdom of the
stipulation will not be questioned, though
some difference of opinion may exist as to
the extent of the period of probation. It
may very well be argued that the best
qualification is that which comes from ex-
perience, and the occasion for the long delay
of ten years is not the necessity nor the
expediency which it is claimed to be. How-
ever that may be, there is reason to feel
glad that such a revolutionary change in
China is the outcome not only of peaceful
means but the product of the enlightened

policy of a ruler whose actions did not
always meet with general approval.

It is intended, then, that provincial parlia-
ments or councils shall be established, with
a view to giving popular representation in
the government of the provinces, and that
the experience so acquired shall be useful
when the Imperial Parliament is brought
into being. The new councils, the elections
for which are proceeding all over the
Empire, continuing from now onwards for
two months, will be entrusted with the
administration of laws, and all matters
which come within the purview of pro-
vincial government. The Viceroy of the
province, or the Governor, will preside over
the meetings of the Assembly, but though
the appointment of officials will still be
vested in the Throne, it is not to be inferred
that the Council is without power. Its
members will have all the influence which
comes from popular election, and standing
as the representatives of the people they
will be enabled to secure the requisite
deference for their wishes which is perhaps
not apparent on the surface. Supposing,
for instance, the conduct of an official
is reviewed by the council, who
express the opinion that he should be
removed. No Viceroy could afford to
ignore the finding of the Assembly. He
must listen to the voice of the people as
made articulate through their representa-
tives, and should be resort to unpopular
action the Chinese have methods of dealing
with an official who outrages public senti-
ment in such a fashion.

Taking the Kwangtung Province as an
example, it will elect, or, rather, has elected
ninety-six representatives. Twelve of these
will be elected by the Council to form an
Executive Council or advisory body, thus
following to a degree the Western precedent.
But what is perhaps of greatest interest is
the fact that China, in this connection, has
taken a step in advance of many European
countries. China has accepted the principle
of payment of members. The representatives
elected to the Executive Council will receive
salaries during their tenure of that office,
while the remaining members of the
deliberative assembly will receive only those
expenses entailed by provincial travel, to
be defrayed by the district or prefecture
which they represent.

Having regard to the illiteracy of the
masses, it need occasion no comment that the
basis of election is not manhood suffrage.
The professional classes, students, and men
possessing property valued at five thousand
dollars are entitled to vote. Until educa-
tion has become more general in the Empire
the provision to exclude the proletariat from
participating in the duty of selecting
representatives for provincial and imperial
parliaments seems perfectly justified. No
doubt the present franchise could be advan-
tageously broadened, but a beginning must
be made somewhere, and if those who now
exercise the franchise for the first time in
the history of the empire show that they
appreciate the privilege, and the members
selected acquit themselves in a worthy
manner, there can be little doubt that the
scope of the experiment will be enlarged,
and the advent of the Imperial Parliament
will be hailed with confidence, as likely to
establish the better relations between the
Throne and the people so greatly to be
desired.

The new Viceroy of Canton leaves Shanghai
for the south on the 29th inst.

The state of Asia was described by Lord
Curzon in a recent speech as "one of uncon-
cealed commotion."

The Rev. C. J. Ferguson-Darke, the new
Bishop of Singapore, was to be consecrated in
St. Paul's Cathedral, London, on Tuesday, and
will be enthroned in St. Andrew's Cathedral,
Singapore, about November 25.

A silver keyless watch, a pair of spectacles,
some money and a cheque for \$31.70 were stolen
from the Army Commissariat Department
between Tuesday night and Wednesday morn-
ing.

According to a telegram from Peking the
Waivapu has requested the Viceroy and
Governors of the provinces to prohibit foreign
vessels trading outside the limits of the treaty
ports.

We understand that the Macao Delimitation
Conference is practically at a standstill. The
Chinese Commissioner will await the arrival
of the new Viceroy of Canton, whose approval is
necessary to any action which he takes, before
any further meetings are held. It is stated that
there have been no concessions on either side so
far.

A lunk discovered a man leaving a house
in Elgin Street the other night with four
jackets, and on stopping him found that he had
some money which did not belong to him
either. The man was placed before Mr. Wood
at the Magistracy yesterday and sentenced to
six weeks' imprisonment and six hours in the
stocks.

Although the prices charged by the Tang-
shan works are higher than the foreign firms',
the Board of Posts and Communications has
decided to give them the order for the carriages
for the Peking-Hankow Railway. It is said
that the order amounts to about ten million taels.

We note in a Home paper the announcement
that Sir Matthew Nathan was expected to suc-
ceed Sir Percy Girouard in the Governorship
of Nigeria. That was before Sir Matthew's
appointment as Secretary of the General Post
Office was announced.

The Chinese who stabbed a compatriot near
the Wellington Barracks the other day appeared
before Mr. Wood at the Magistracy yesterday
and was sentenced to seven days' imprisonment.
The defendant called a witness to state that the
complainant slapped his face first.

A return of the number of death sentences
and executions in British Crown Colonies and
Protectorates in 1908 has recently been laid
before Parliament. Hongkong figures in the
list with only one death sentence and no
executions. In the Straits Settlements the
death sentence was passed on seven persons, but
there were no executions during the year.

Five men were charged at the Magistracy
yesterday with being concerned in the piracy
of a junk trading between Hongkong and Tai-
ping on the 18th July. Nothing was heard of
the boat or crew for several days, when one
man informed the Hongkong police that the
junk had been attacked and boarded at Nam
Wan Bay, off Cheung Chau Island, and that
the pirates had gone off with the cargo, valued
at \$18,000 and tackle worth \$1,400. The junk
was beached and the crew dispersed. The case
was remanded.

Messrs. J. Wilbur Chapman and Charles
M. Alexander, the eminent evangelists, are due
here on Monday by the *Kamano-Maru* from
Australia. It was expected that climatic con-
ditions would make it inadvisable for them to
conduct meetings in Hongkong on their way
through to Shanghai, but we are informed that
arrangements are being made for meetings to
be held in the Theatre on Tuesday and
Wednesday next. The party numbers about
ten, and includes, in addition to Messrs.
Chapman and Alexander, a well-known soloist
and accompanist.

The Shanghai International Swimming Club
is sending representatives to the aquatic sports to
be held at Hongkong on September 23rd, 24th
and 25th. The Shanghai team has not yet been
selected, but the *Shanghai Times* says it is
probable that the following swimmers will
represent Shanghai:—R. W. MacCabe, E.
Prinos, C. W. O. Mayne, P. Fowler, D. H.
Cooke, T. E. N. Rooser, J. Wilson, W. Jones
and G. J. Robinson. The team is a very
fast one, and should acquit itself well in the
championships and the team race, but Hong-
kong, our contemporary says, should win the
water polo match without much difficulty.

Six weeks hard labour and six hours in the
stocks was the punishment meted out to a
Chinese at the Magistracy yesterday for enter-
ing a shop at Yumai and stealing a pair of boots.
It appears that owing to the heat the door was
left open. Prisoner took advantage to crawl
into the shop and went under the bed of one of
the foks, who, thinking it was a companion on
joking intent, paid no attention until he saw a
hand reach out and take his boots from the side
of the bed. Then the discovery was made that
there was a thief in the house. The defendant
explained his conduct by saying that he wished
to go to Canton and he took the boots in the
hope of raising the price of his fare.

A telegram published in St. Petersburg from
the Far East announced that Port Arthur,
which has been closed to shipping since the out-
break of the Russo-Japanese War, has just
been thrown open again to trade. The reason
for this is that the harbour of Dairen, or
Dairen as it is now called, has become sand-
ed up at its entrance, while its capacity has been
taxed to the utmost by the increase of traffic on
the South Manchurian Railway. In fact,
only Chinese junks are able now to enter
Dairen Harbour, and dredging work on a very
large scale will have to be carried out if Dairen
is to share in the revival of trade and shipping
in the Far East. It may be mentioned that an
express train, in connection with the Siberian
Railway, leaves Changchun twice a week for
Mukden and Dairen; from Dairen Japanese
express steamers convey travellers to Shanghai,
and the South Manchurian Railway has its
own railway-hotel, "replete with every com-
fort."

Notwithstanding the vigilance of the local
police and excise officers, crews of vessels
running from this port to Australia still suc-
ceed in leaving the Colony with large quantities
of opium with the object of smuggling the drug
into the Commonwealth. The following report
of a recent seizure is from the *Sydney Morning
Herald* of July 20th:—Early yesterday morning,
while Customs-officer Owens was patrolling the
upper deck of the German steamer *Prins
Waldemar*, berthed at the Quay, he noticed a
faint light from one of the portholes on the
outside of the vessel. He arrived at the conclu-
sion that one of the Chinese crew had held a
lighted match seaward as a signal to an accom-
plice aloft, and decided to await developments.
Having disguised himself as best he could he
took up a position on the wharf, and shortly
afterwards a pulling boat hoove in sight. As
soon as the presence of the officer became known,
however, the boat was pulled quickly away, and
was soon lost in the darkness. Officer Owens
rushed on board, and in the alleyway just
beneath the porthole from which the signal had
been made, he found a bag containing 37 tins of
opium. There was no owner, and the contraband
was confiscated.

A European constable at Yumai on Tuesday
found a Chinese girl with 27 yards of cotton in
her possession for which she could not give a
satisfactory explanation. She was arrested and
brought before the Magistrate yesterday and
remanded pending inquiries.

The members of the Board of Finance have
decided that as in all countries except China
the issue of bank notes is exclusively in the
hands of the Government Banks and as the
practice of allowing banks established by
Chinese merchants and foreigners to issue notes
at will is contrary to the treaties, negotiations
should be entered into with the foreigners for
the withdrawal of their bank notes from circula-
tion in China after the Chinese banks have
done so.

CORRESPONDENCE.

EDUCATIONAL FACILITIES AT
THE PEAK.[TO THE EDITOR OF THE "HONGKONG
DAILY PRESS."]

Hongkong, 24th August, 1909.

DEAR SIR—I have read the correspondence
relative to the above subject in your columns,
and also the leader in your to-day's issue.

The matter does not seem to progress, and
seeing that the Government has its work cut
out to raise revenue it is unlikely that assist-
ance may be expected from that quarter.

I estimate a Kindergarten School could be
run at a cost of \$400 per month at most.
Say, \$250 for a Mistress and \$150 for rent,
pupil teacher, stationery, &c.—and I fancy
the expenditure would be covered by the
monthly school fees.

It has been suggested to me that one of the
rooms at the Peak Tram Station (topside) would
make a good schoolroom. Failing which it
should not be difficult to obtain another.

Now, all that is necessary is for ten good men
(wealthy talpans or otherwise) to each guarantee
\$40 per month in school fees. If the guaranteees
have a child or children attending, the fees for
such can be deducted from the amount of \$40
guaranteed.

If the school is run by Government, you are
bound to accept any pupil the former may choose
to send you.

The style "Government," "State," or
"Board" School doesn't appeal to many parents,
and the title "Kindergarten" will probably not
suit "his little Nibs" aged 9 years, who objects
"to go to school with kids." I suggest that it be
named "The Peak Private School."

Only ten men are wanted to come along and
guarantee only \$40 per month each.

The population, as you say, is a moving one,
but I venture to say that at any time it should
be possible to find ten people to give the neces-
sary guarantee.

I would start the ball rolling myself, but as
yet I am only an "embryo" pupil provider.

Yours faithfully,

PARENT.

A STAR FERRY COXSWMAN FINED.

Before Lieut. C. W. Beckwith, R. N., at the
Marine Magistrate's Court yesterday, Lance-
Sergeant Cayll proceeded against the master
of the ferry launch *Southern Star* for failing to
observe the rules of the road for preventing
collisions at sea.

Prosecutor stated that at about 12.10 a.m. on
Aug. 23 he was a passenger by the *Southern Star*
from Hongkong to Kowloon. When about half-
way across the harbour witness observed a junk
on the starboard bow close to the Kowloon praya
wall. The junk was burning the regulation
lights, and going from east to west with the
tide and wind. When within one hundred
yards of the sailing craft the *Southern Star*
went to port instead of keeping straight on and
going under the stern of the junk. The latter
had to alter its course to port to avoid a collision,
and rubbed alongside the ferry. Witness went
down to the wheel-house and found the No. 2
coxswain in charge.

Defendant stated that he altered his course
after the junk, and would have been clear had
the latter kept its course.

His Worship held the coxswain to blame, but
as his record was a good one he would impose a
fine of \$2 only, as a warning.

THE TOTAL POST OFFICE.

AMUSING SIDE OF A VOTE AGAINST
"LCORHOOL IN CANTEENS."

There has lately been a vote in the Postal
Service which has created some excitement and
a good deal of amusement among those who are
behind the scenes. The question of selling
intoxicants in the various canteens and refresh-
ment bars conducted in London post-offices for
the use of the staff has been hotly discussed on
many occasions, and in order to settle the matter
decisively the Postmaster-General ordered a vote
to be taken in each office.

Meetings were held; the temperance and
anti-temperance agitators did their worst,
while it was freely rumoured that the man-
agers of the various canteens had been "got
at" by the brewery companies, though there
was never any evidence to support these
allegations. The result of the vote was a
surprise to everyone, for the majority was
overwhelmingly against the sale of intoxicants.
For many reasons the vote was inexplicable:
but a wicked story is now going the rounds that
all those who wanted to get a drink for lunch or
supper voted, against the proposal to sell liquor
on the premises, as the permission which is now
freely given to go out and visit the nearest
"place within the meaning of the Act" would
have been withdrawn, and the man whose thirst
impelled him to buy two bottles of beer might
have found himself the subject of official notice.

In fact, there are those who say the only
people who voted for the sale of drink on postal
premises were the tactful ones, who wished to
prevent the possibility of a supplementary
drink. Whatever the truth of these stories, the
fact remains that both sides claim to have gained
a victory.

TELEGRAMS.

[Protected by the Telegraphic Message
Copyright Ordinance 1894][REUTERS'S SERVICE TO THE "HONGKONG
DAILY PRESS."]SCOTLAND AND THE OPIUM
QUESTION IN CHINA.

LONDON, August 25th.

Sir Edward Grey, Secretary of
State for Foreign Affairs, replying to
a memorial received from Scotland
urging a speedier ending of the opium
traffic and the relaxation of treaty
obligations in favour of China, said
the Government sympathised with the
objects of the petitioners, but the
reports of the British representatives
in China tended to confirm the opinion
that the period proposed by China
was in nowise excessive to enable a
change of such magnitude in the
habits of the population to be
accomplished. The Government was
bound to uphold British Treaty rights,
but had made it clear to China that
the Government had every desire to
support a bona-fide suppression of
the traffic.

STEAMERS IN COLLISION.

GREAT LOSS OF LIFE.

LONDON, August 25th.

The N. D. L. liner "Schlesien"
collided with the Argentine excursion
steamer "Colombia" in Monte
Video harbour.

The "Colombia" sank, and from
150 to 300 persons were drowned.
They were mostly women and children.

The "Schlesien" is leaking.

LATER.

Latest reports from Monte Video
state that about eighty persons perished
when the "Colombia" went
down, the rescued being mostly
sailors.

Most of the passengers were sleep-
ing at the moment of the collision,
when a wild panic ensued, and the
vessel sank in five minutes.

There was a heavy sea running at
the time.

TRAGIC DEATH OF LORD
ELIOT.

LONDON, August 25th.

Lord Eliot, heir to the Earl of St.
Germain, was found shot dead in the
gunroom of his father's country seat.

He has been in ill-health for some-
time.

PROPOSED COTTON
ASSOCIATION.

LONDON, August 25th.

A Manchester cotton trade meet-
ing, representing three or four million
spindles, has resolved to form an
association, the members whereof
bind themselves to severe financial
penalties if they sell yarn under the
minimum prices fixed by the associa-
tion.

This only affects spinners of Ameri-
can cotton.

LEGISLATIVE COUNCIL.

At to-morrow's meeting of the Legislative
Council the Colonial Secretary will propose a
resolution under Section 5 of the Liquor
Licences Extension Ordinance, 1902.

The following are the orders of the day:—
First reading of a Bill entitled An Ordinance
to amend and consolidate the Laws relating to
Opium and its Compounds; First reading of a
Bill entitled An Ordinance to authorize the
Construction and Maintenance of a Harbour of
Refuge upon and over certain portions of the
Sea Bed and Foreshore situated upon the
Harbour frontage at Tai Kok Tsui, Mong Kok Tsui,
and Yau Ma Tei, in this Colony; Second
reading of the Bill entitled An Ordinance to
amend the Malicious Damage Ordinance, 1865;
Second reading of the Bill entitled An Ordinance
to amend the Rating Ordinance, 1901; Second
reading of the Bill entitled An Ordinance to
amend the Tramway Ordinance, 1902; Second
reading of the Bill entitled An Ordinance to
amend the Liquor Licences Ordinance, 1893, and
the Liquor Licences Extension Ordinance, 1903,
and to repeal the Liquor Licences Amendment
Ordinance, 1902; Second reading of the Bill
entitled An Ordinance to amend the Dogs
Ordinance, 1893; Second reading of the Bill
entitled An Ordinance to set apart certain
Crown Land to be used as a burial ground for
persons professing the Christian Religion, other
than members of the Roman Catholic Church;
Second reading of the Bill entitled An Ordinance
to relieve the Governor-in-Council of
certain ministerial duties.

SUPREME COURT.

Wednesday, August 25th.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS
PICCOTT (CHIEF JUSTICE).

INSURANCE CLAIM FOR OIL.

The Tung San Wo firm of Shanghai claimed
from the Po On Marine Insurance and Godown
Company, Limited, of Wing Lok Street, the
sum of 7,000 taels said to be due on 350 packages
of ground nut oil.

Mr. M. W. Slade, instructed by Mr. R. A.
Harding, appeared for the plaintiffs, while the
defendants were represented by Sir Henry
Berkley, K. C., and Mr. D. McNeill, who were
instructed by Mr. A. Holbrow (of Messrs.
Deacon, Looker, and Deacon).

The statement of claim set forth that the
plaintiffs were the owners of 350 packages of
ground nut oil valued at Tls. 7,000, equal to
\$9,722.22, which were shipped by the steamer
Shao Heing from Shanghai to Canton, and were
insured against total loss by perils of the sea,
including risk of craft, until safely
landed by the defendant Co., under a policy
of insurance dated 17th July, 1908. Before
being landed from a cargo boat the oil was
totally lost in the typhoon of 27th and 28th
July last year. Plaintiffs paid the premium
demanded on the policy, duly notified the
defendant company of the loss, and claimed
the value thereof, and interest at the rate of
eight per cent per annum until payment of
judgment.

In the statement of defence the defendants
admitted the allegations in the statement
of claim, but pleaded that the loss of the oil
happened after the expiration of a reasonable
and ordinary period from the time it had been
placed on the cargo boat for the purpose of
landing. Defendants further contended that
the oil was not lost by any of the perils during
the continuance of any of the risks covered by
the policy.

In an amendment to the statement of defence
defendants denied certain allegations contained
in the statement of claim, and pleaded that
the oil referred to in the latter was discharged
from the steamer *Shao Heing* and safely
landed at Canton.

In their reply plaintiffs joined issue. They
denied that the oil was safely landed in Canton
according to the custom of the port, or to the
customary meaning given by marine insurers
to the words "safely landed" in policies of
marine insurance.

Mr. Slade, in opening, informed the Court
that the facts in the case were comparatively
simple. The oil in question was shipped by one
of Messrs. Butterfield and Swire's steamers, the
Shao Heing, to Canton. The steamer was made
fast to Messrs. Butterfield and Swire's pier on
Hanan Island, a "T" shaped structure, and
there discharged her cargo. The oil in question
was native oil, and was packed in baskets lined
with oil paper. As a cargo it was liable to leak,
because the baskets in which it was packed were
somewhat fragile. As Messrs. Butterfield and
Swire refused to store oil in their godown, the con-
signees had to take delivery in cargo boats and
store it in one of the only two godowns in the
whole port of Canton which would then receive
such oil. The process of landing oil was slight-
ly complicated through the necessity of weighing
it out of the ship. Oil was weighed before it
was put into cargo boats as a check upon the
cargo boatmen, who had to deliver the same
quantity of oil as they received. The safe land-
ing which the defendants alleged took place in
Canton was the temporary deposit of this oil on
the wharf on its way from the ship to the cargo
boat.

His Lordship—Who pays the wharf charges?

Mr. Slade—The ship. It is all included in
the freight.

Proceeding, Mr. Slade said the defendants'
first line of defence was that they declined to
pay the claim because the cases had been safely
landed. The next defence was that of delay.
They alleged that there was undue delay, and
that the cargo was kept in the cargo boat for an
unreasonable time. The *Shao Heing* went
alongside the pier on July 23rd, and finished
discharging her cargo about midday on the 24th.

Mr. Slade here explained the methods adopted
by the Imperial Maritime Customs regarding
the landing of dutiable cargo, and remarked
that this oil had been passed and was ready for
landing on the afternoon of July 25th. A cargo
boatman then took it on his boat and went
further up the river in the direction of Canton
to the Tung Yuen godown, where space
had been reserved for it. When the
boatman arrived at this godown he found a
number of other boats laden with
oil from other steamers still anchored in
front thereof waiting to discharge, and
quickness in discharging depended entirely on
the staff of the godown. The landing of oil
was a very slow business, and the godown's
coolie staff was apparently small for the amount
of work which had to be done in busy times. In
spite of the efforts made by the boatman to
hurry the godown people in this case, the boat
with the oil on board was still lying alongside
on the night of July 27th. Next morning the
typhoon which visited this Colony reached
Canton, and the cargo boat was wrecked and
totally lost, together with all her cargo, which
included the oil which was the subject-matter
of this action.

Evidence taken on commission was read, and
the hearing adjourned.

How to BE BEAUTIFUL—Keep your com-
plexion, Mrs. Ellen's Crème Chantante; Lait
Chantant and Special Skin Tonic and Poudre
Chantante will enable you to do it. Her
Specialties for the Skin are the study of a
lifetime. A. S. Watson & Co. Ltd. Sole Agents,
[463]

INTIMATIONS

TENDERS FOR REVENUE FARMS

TENDERS are invited for the Lease of Revenue Farms in the State of North Borneo from the 1st January, 1910, as set out hereunder.

REVENUE FARMS IN THE STATE OF NORTH BORNEO.

1. In making arrangements for the leasing of the Farms for the next Farm period of 1910, 1911 and 1912, the Government reserves to itself the right of vesting the Farms (as provided in the Proclamations concerned as named in Schedule A appended) in any person, by public or private sale as may be thought fit.

Subject to the above reservation it is hereby notified that tenders will be received at the Office of the Secretary to the Governor, Sandakan, up to 12 o'clock noon, on the 1st day of October, 1909, for the purchase of the revenue privileges of the Farms described below for a period of one, two or three years commencing on the 1st January, 1910.

2. Any person either for himself alone or for himself and others, may, either in person or by agent duly accredited in writing, on any date prior to the said noon of the 1st October next, submit to the said Secretary at Sandakan, any tender he may think fit for all or any of the Farms, provided such tender is in conformity with the terms of tendering hereinafter set out and fulfils all the conditions required of the Farmer.

All tenders so made will (except at the express wish of the tenderers to the contrary) be received and treated by the Government as strictly confidential.

On receiving any such tender, Government reserves to itself the right of deciding whether it shall be considered or not.

If Government decides not to consider the tender, it will be returned to the tenderer under sealed cover.

All tenders accepted for consideration by Government will be, in the first instance, retained by Government for further consideration with the tenders handed in on 1st October, 1909, which will be opened at noon on that date, after which the successful tenderer will be selected.

3. The Farms above referred to are:—
BRITISH NORTH BORNEO—OPTUM, SPIRIT, GAMBLING and PAVNROCKING, as follows:—

(a) In one concession for the whole State.
(b) In one concession for any of the following Districts of the State, the limits named including the interior territory watered by the rivers within the limits given respectively:—

(i) SANDAKAN DISTRICT—the Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the true left watershed of the Patian River.

(ii) KUDAT DISTRICT—the Territory bounded on the one side by the true right watershed of the Patian River and on the other by the true left watershed of the Patian River.

(iii) WEST COAST DISTRICT—the Territory bounded on the one side by the true right watershed of the Pindasan River and on the other by the Northern Boundary of Province Clarke.

(iv) EAST COAST DISTRICT—the Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the Dutch Boundary on the South at Brunei point.

(v) PROVINCE CLARKE—being the Territory between Batu-Batu and the Laves Northern watershed.

4. The attention of those desirous of tendering is drawn to the following terms:—

(a) The tenderer must state in his tender the annual sum offered for the Farm rent for the three years 1910, 1911 and 1912; a different sum may be offered for the first, second and third years respectively. The tenderer must also clearly state the proportion of the amount of the Rent to be allotted to each separate Farm.

(b) The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of making any arrangement it may deem advisable as regards the letting of the Farms.

(c) Each tenderer should specify in full, in English, and in the vernacular language of the tenderer, the names, residences and occupations of the persons tendering, and similar information regarding any security or any partner that the tenderer wishes to propose.

(d) The successful tenderer will be called upon to enter a contract and to provide the Proclamations named in Schedule A appended.

(e) Copies of the Forms of Contracts for the Farms may be seen on application at the Office of the said SECRETARY, at Sandakan, or of Messrs. GUTHRIE & Co., at Singapore, or of Messrs. GIBB, LIVINGSTON & Co., at Hongkong.

(f) The successful tenderer will be required to deposit with the Finance Commissioner, Sandakan, Security to the value of three months' rent by means of a deposit of money to the amount of one month's Farm rent, and of title deeds to the amount of two months' Farm rent.

(g) The rental of the Farms (fixed by Government for the Optum Farm for 1910, 1911 and 1912 are those specified below:—

Optum Farm for 1910, 1911 and 1912 are those specified below:—

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EIGHT DREADNOUGHTS.

GOVERNMENT'S DECISION.

A GREATER INDOMITABLE.

The First Lord of the Admiralty last month made his anticipated statement in the House of Commons with reference to this year's shipbuilding programme. He dealt specifically with the Government's decision as to the four "hypothetical" Dreadnoughts. He stated that: "The four additional Dreadnoughts will be ordered, to be built by March, 1912."

The keels will probably not be laid before next April, and the cost will not come into the present financial year.

Proceeding to refer to the progress of foreign shipbuilding, the First Lord added:—

For three successive years the British Government did their utmost to convince the world of the futility of this race in armaments, and of the desirability of curtailing competition.

During those three years the British Government laid down eight large armoured ships—three in the first year, three in the second, and two in the third.

During the same period the German Government laid down eleven large armoured ships—one in the first year, five in the second, and five in the third.

Mr. McKenna then pointed out the inevitable consequences of such a policy: "It is perfectly obvious," he added, "that if, starting from a given date, we continue to lay down less than our more powerful ships than a foreign Power then in ten or fifteen years from that given date our superiority at sea will have disappeared."

In these circumstances the Government considered that it would not be safe to continue to hold back; "we are bound to take all necessary steps to secure our predominance at sea, not only now, but in the future."

The First Lord also announced that whereas it was originally intended that the two battleships already placed on order, and the two to be laid down in November at Portsmouth and Devonport, should be battleships, it had now been determined that one of them should be an improved type of cruiser. Mr. McKenna announced:

We have information of cruisers which are more powerful and faster than our Invincibles and Indomitable, and I think the Committee will agree that, as the safety of our commerce depends upon our being able, if necessary, to outrun and capture any hostile cruiser, it is incumbent upon us, greatly as I personally regret to have to do it, to build cruisers even of greater speed than the Invincibles we have about at the present moment.

In accordance with the statement made yesterday, this year's shipbuilding programme will consist of:

7 battleships (improved Dreadnoughts).
1 battleship-cruiser (improved Indomitable).
6 protected cruisers.
20 torpedo-boat destroyers.
About 10 submarines.

Financial provision is made in the Estimates for only four of the large armoured ships, but material will be ordered for the other four, so that everything may be in readiness for the keels to be laid in April, with every assurance that the ships will be ready for service by March, 1912. At that date the standing of the great navies—unless there is further acceleration abroad—will be:

Great Britain 20
Germany 13
United States 8
France 6

It is possible, as Mr. McKenna explained in March last, that Germany may have seven Dreadnoughts ships completed in the course of 1912—if not actually at the opening of that year. Mr. Balfour anticipates that German progress will be even more rapid. It is in order to provide against such a contingency that the Government have now decided to begin preparations for laying down the four additional vessels.

THE QUESTION OF GOLD RESERVES.

The report of the Gold Reserves Committee appointed by the Council of the London Chamber of Commerce has now been issued. It has passed the following resolutions:—

1. That the committee recognizes the desirability of strengthening the gold reserves of the country.

2. That the issues of the Bank of England against Government debt and securities, commonly called the fiduciary issue, form an undue proportion of the whole, and should be reduced.

3. That a reasonable reserve in gold should be held against the deposits in the Trustee and Post Office Savings Banks.

4. That the bullion department of the Bank of England affords a means by its enlargement for the aggregation of gold reserves held by others than the Government of India, viz:—

(a) The banks of the United Kingdom, including the Bank of England, in respect of such gold held against their liabilities in excess of the money as any of them may elect to deposit in the bullion department.

(b) Scotch and Irish banks in respect of all or any portion of the extra gold held by them against excess issue under the Act of 1845.

(c) The National Debt Commissioners and the Postmaster-General in respect of the gold which the committee recommend should be held against the liabilities of trustee savings banks and Post Office Savings Banks respectively.

5. That all persons or companies carrying on the business of banking within the United Kingdom should once in every calendar month, in case their liabilities on current and deposit accounts exceed in all the sum of ten million pounds sterling, and once in every three months in all other cases make a statement of their position showing the average amounts of liabilities and assets on the basis of weekly balance-sheets for the preceding month, or three preceding months, respectively, stating the following amounts separately:—

(a) Liabilities on current, deposit, and other accounts.

(b) Liabilities on notes in circulation.

(c) Liabilities on bills accepted.

(d) Gold and other coin and gold bullion held.

(e) Bank of England notes held, and balances due by the Bank of England.

(f) Balance due by clearing agents, and that a copy of the statement should be put up in a conspicuous place in every office or place where the business of the persons or company is carried on.

6. That it is desirable that the Bank of England should make an annual return showing the aggregate bank's balances for each week of the preceding year.

In conclusion, the committee report their unanimous conviction that the time has arrived when the bankers themselves should come to an agreement on this important matter, and adopt measures to conserve and increase the gold held

in the country, if it is wished to avoid legislative measures. The recommendations of the Committee appear to be practical and practicable. That of Resolution 6 is questionable, since its adoption might curtail the readiness of the Bank of England to make advances. Reservations by Lord Avebury and Sir Edward Holden are appended to the report, and another one made by Mr. Lawrence Currie, the Hon. Herbert C. Gibbs, and Mr. James A. Finlay.

THE DUKE OF CONNAUGHT'S RESIGNATION.

The London Times of the 26th ultimo published the following, received from the War Office:—

"Field-Marshal his Royal Highness the Duke of Connaught has tendered the resignation of his appointment as Field-Marshal Commanding-in-Chief and High Commissioner in the Mediterranean, which His Majesty the King has been graciously pleased to accept with effect from the 1st proximo."

Headling as it does the severance of the Duke of Connaught's life-long connection with the Army, the news, says *The Times*, will be received with genuine regret by soldiers of all ranks. As long ago as 1868 his Royal Highness, after passing through the prescribed course at the Royal Military Academy at Woolwich, obtained his commission as a Lieutenant in the Royal Engineers, from which corps he was transferred five months afterwards to the Royal Regiment of Artillery. Eighteen months later began that connection with the Rifle Brigade which to-day ends the Duke's Colonial career. And, finally, his practical acquaintance with all arms was completed by a period of service in the 7th Hussars. Staff service naturally followed, and as Brigade Major of the Cavalry Brigade at Aldershot and as Assistant Adjutant-General at Gibraltar he was trained for the duties of a brigadier-general, which he assumed at Aldershot in 1890.

Two years later still the Duke's ambition as a soldier was realized when, in command of the 1st Brigade (Guards), he served in the Egyptian war of 1882 and was present at the battle of Tel-el-Kebir. His conduct on this occasion was eloquently borne testimony to by Lord Wolseley, and mentioned in despatches, he received the thanks of both Houses of Parliament, the C.B., the second class of the Medjidie with the medal with clasp, and the Khedive's Star.

Returning to Aldershot, he was in a few months selected for a major-general's command in Bengal, and three years later succeeded to the command of the Bombay Army, which he held until March, 1890. This position gave him an opportunity of studying questions connected with Army administration in India, which in after years bore fruit in more than one of the Duke's proposals.

His contributions to the *Times* and elsewhere, with the respect due to an expert. After his return to England, his next command was at Portsmouth, which, to the great gratification of that corps, he held for over three years, when he was transferred to Aldershot to command the troops at that station in succession to Sir Evelyn Wood. Five years at our great military camp served to establish a reputation for hard work and application to detail which had previously been recognized by those brought into intimate personal relations with the Duke, and when during his subsequent tenure of the appointment of Commander of the Forces in Ireland the Government of the day found it impossible, in answer to his requests to employ him in a position befitting his rank in the war then proceeding in South Africa, it was generally felt throughout the Army that this decision, though perhaps inevitable in the circumstances, did scant justice to an able soldier.

The recognition of the War Office and the Inspector-General of the Forces and President of the Selection Board, and it came as no surprise that the Duke of Connaught's claims to such an appointment received due recognition. His tenure of the post can, however, hardly have been satisfactory to him. If report can be trusted, his recommendations addressed to the newly created Army Council did not always receive the consideration to which they were entitled, and it was doubtless with relief that the Duke, after less than four years, took up the post of Field-Marshal Commanding-in-Chief and High Commissioner in the Mediterranean. After two winters' work he has, however, decided to resign, to the great regret of the residents of Malta, with whom both his Royal Highness and the Duchess are immensely popular.

From early days as a cadet the Duke of Connaught set an example of what a soldier's life should be. Ever ready to work in the cause of others, he has never spared himself, and by none more will his presence be missed than by the rank and file, with whom his popularity has been at all times exceptional. A courteous gentleman, a brave soldier, and a true friend, he leaves the Army that he has served so well with the heartfelt gratitude and sympathy of all who have been privileged to meet him.

RIVAL BEAUTIES.

Six of the prettiest girls on the Continent were to oppose the half-dozen most charming women England can produce, in an international beauty competition which was to take place at the Victoria Pier, Folkestone, on August 17.

The English competitors were to be chosen at a preliminary contest. Candidates came forward from all parts of the country. The winner of the Sussex Beauty Show, Miss Ellis, is among the entrants. She is a charming, fawn-haired girl. Miss Logan, who won the Kentish beauty show last year, is also to take part in the selection contest. She is a beautiful brunette.

Mr. Robert Forsyth, managing director of the Victoria Pier, while on a Continental tour, explained his scheme, and induced various towns to elect a "queen of beauty" to compete against the belles of England.

Paris was to be represented by Mlle. Augustine Orlich. She is described as "the queen of queens." "Many people hold her to be the most beautiful woman in Europe," explained Mr. Forsyth. Belgium was sending Mlle. Magda Aspert, the Queen of Ostend, reported to be Belgium's most beautiful woman. Also coming to compete was Seniorsa Eugenia Martija of San Sebastian. She is a flashing-eyed, beautiful Spaniard. "On all hands," said Mr. Forsyth, "she is considered a perfect representative of Spanish beauty."

The other foreign competitors included the dainty "queens" of Normandy, Bordeaux, and Lille. When they journeyed to Folkestone they were each to be accompanied by two maids of honour and two municipal councillors.

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THE DUKE OF CONNAUGHT'S RESIGNATION.

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GERMAN TRADE LAST YEAR.

The British Consul-General for the Berlin District has some interesting observations to make in his annual report on the commercial position of Germany during 1908.

"Germany derived her strength which enabled her to support the home market principally from two sources: One was the growth in population and the other the enhanced prosperity of German agriculture."

"The figures of the census of occupations and trades offer a clearer and more comprehensive survey of the grouping of the population of Germany in the various trades and professions than the figures of the general census, as they are gathered at greater intervals:

Consists of: Population.
1882 55,222,113
1895 51,770,284
1907 61,720,529

Hence the population increased by 14.48 per cent. between 1882 and 1895, while between 1895 and 1907 it increased as much as 19.22 per cent., or by 9,950,245 persons, i.e., an average annual increase of about 830,000. These figures acquire additional significance as a gauge of the purchasing power of the population when it is remembered that the increase must be ascribed to a constant decrease in the death-rate rather than to a rapid increase in the number of births. The increase in the case of males was greater than in that of females. The figures are as follows:

Consists of: Males. Females.
1882 22,150,749 23,071,364
1895 25,409,161 26,361,123
1907 30,461,100 31,259,429

The increase of the male population between 1882 and 1895 was thus 14.71 per cent., and between 1895 and 1907 19.88 per cent.; the corresponding figures for the increase of the female population are 14.25 (1882-95) and 18.59 (1895-1907).

"We have then the noteworthy fact that the increase of the female population mainly during the last period (1895-1907) has been, comparatively speaking, less pronounced than that of the males. This means, of course, that the excess of females over males has diminished in proportion. The significance of the increase in population in relation to the open market is shown by the following figures, which give the relative proportions of the earning population, their dependants, servants, and persons of no occupation:

Engaged in professions, business, or trades 17,632,008
Domestic Servants 1,324,924
Persons of no occupation 1,354,486

"Of these four different groups of the population the first and last show the greatest increase, the former having increased between 1882 and 1895 by 17.80 per cent. and between 1895 and 1907 by 29.16 per cent., while the number of persons engaged in no occupation increased between 1882 and 1895 by 58.20 per cent., that is to say, the increase is greatest in the groups which possess the greatest purchasing power. Special importance must be attached to the increase in the number of persons without occupation consisting almost exclusively of persons living on their own means or on annuities or pensions. In other words, the figures present a striking picture of the increased prosperity of the population of Germany, as well as of the beneficial operation of the German infirmity and old age pension laws.

On the other hand, the number of domestic servants has actually decreased, bearing out the testimony to the strong disinclination of the female population—who furnish the chief contingent in this group—to enter domestic service. Women are turning more and more to occupations which allow them a greater degree of personal liberty. The following figures show quite clearly the great increase in the number of women earning their own livelihood. The earning population engaged in trades, business, or professions (other than domestic servant) were made up as follows:

Men. Women.
1882 13,372,905 4,259,101
1895 15,506,482 5,264,393
1907 18,583,864 8,243,498

The rate of increase for men was therefore 15.95 per cent. from 1882-1895 and 19.85 per cent. from 1895-1907. In the case of women the increases are 23.60 per cent. between 1882 and 1895 and 56.59 per cent. between 1895 and 1907."

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THE FIFTY YEARS

ANGLO-CHINESE CALENDAR

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FROM 1ST JANUARY, 1864 TO 31ST DECEMBER, 1912, BEING FROM THE 1ST YEAR OF THE 76TH CYCLE TO THE 50TH YEAR OF THE 76TH CYCLE.

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SHIPPING

ARRIVALS.
ANNUAL, British str., 25th Aug.—Canton.
BANRU MARU, Jap. str., 23rd, J. Yamakura, 25th Aug.—Mitsui 19th Aug. Coal—Mitsui Bussan Kaisha.
CARNARVONSHIRE, British str., 4,219, F. Ingram, 25th Aug.—Hankow 19th Aug. General—Jardine, Matheson & Co.
DAIGO MARU, Japanese str., 1,510, H. Murayama, 25th Aug.—Tamaul and Swatow 24th Aug. Tea and Sundries—Osaka Shosen Kaisha.
ESKDALE, British str., 1,926, McDuff, 24th Aug.—Mitsui 19th Aug. Coal—Doddwell & Co.
FOOSHING, British str., 1,423, Lishman, 25th Aug.—Chingwantao 18th Aug. Coal—Jardine, Matheson & Co.
FRITHJOF, Norwegian str., 831, O. Andersen, 25th Aug.—Haiphong 18th Aug. General—Angard, Thorsen & Co.
GOEHEN, German str., 4,321, B. Wilhelm, 25th Aug.—Shanghai 22nd Aug. General—Melchers & Co.
HAIFAN, British str., 1,183, J. B. Roach, 25th Aug.—Swatow 24th Aug. General—Douglas, LaPraik & Co.
HONGKONG, British str., 1,356, S. Wilds, 25th Aug.—Shanghai 20th and Swatow 24th Aug. General—Jardine, Matheson & Co.
HANOT, French str., 630, J. Pannier, 25th Aug.—Haiphong, Pakhoi and Hothow 20th Aug. General—A. E. Marty.
HELENE, German str., 771, J. Jessen, 25th Aug.—Swatow 24th Aug. General—Jensen & Co.
HUICHOW, British str., 25th Aug.—Canton.
KIANG PING, Chinese str., 25th Aug.—Canton.
KUANGSANG, British str., 3,110, R. C. D. Bradley, 25th Aug.—Mitsui 19th Aug. General—Jardine, Matheson & Co.
LIANG, British str., 1,552, C. C. Williams, 25th Aug.—Shanghai 22nd Aug. General—Butterfield & Swire.
MAUSANG, British str., 1,664, G. S. Weigall, 24th Aug.—Sandakan 19th Aug. General and Timber—Jardine, Matheson & Co.
NILE, British str., 4,179, E. P. Martin, B.N.M., 24th Aug.—London 17th July, General—P. & O. S. N. Co.
SYRIA, British str., 4,191, D. C. Gregor, B.N.M., 25th Aug.—Shanghai 22nd Aug. General—P. & O. S. N. Co.
TAKAKU MARU, Japanese str., 2,943, Mooker, 25th Aug.—Singapore 19th Aug. General—Nippon Yusen Kaisha.
YUENANG, British str., 1,123, P. H. Rolfe, 25th Aug.—Mitsui 19th Aug. General—Jardine, Matheson & Co.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.
 25th August.
Yushu Maru, Jap. str., for Wakamatsu.
Goeben, German str., for Europe, &c.
Germania, German str., for Canton.
Hongkong, British str., for Canton.
Kiang Ping, Chinese str., for Chinkiang.

DEPARTURES

25th August.
ATHEMIA, British str., for San Francisco.
ATHEMIA, British str., for Shanghai.
CARNARVONSHIRE, British str., for Manila.
CROSSING, German str., for Bangkok.
HILARY, German str., for Swatow.
HILARY, German str., for Tientsin.
KWANTUNG, Chinese str., for Shanghai.
MYASAKI MARU, Japanese str., for Mitsui.
NILE, British str., for Yancheng reports: Light S.W. wind and fine weather throughout.
RAIBROW, U.S.A. man-of-war for Cavite.
SILVERA, Austrian str., for Singapore.
SIRIA, British str., for Singapore.

SHIPPING REPORTS

The British str. **Lian** reports: Light wind, smooth sea and fine weather.
 The British str. **Yancheng** reports: Light S.W. wind and fine weather throughout.

VESSELS IN DOCK

August 25th.
ABERDEEN DOCK—**Sorsogon**, **Des Hermandos**, **Melburn**, **Hachway**, **Dott**.
COMMONWEALTH DOCK—
TAIKOO DOCK—**Fochock**, **America Maru**.

VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.

FOR EUROPE

THE Steamship
"GOEBEN,"
 Captain B. Wilhelm, will leave for the above places TO-DAY, 26th inst., at Noon.
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
 General Agents.
 Hongkong, 25th August, 1909. [5]

REGULAR STEAMSHIP SERVICE
 (WITH LIBERTY TO CALL AT MALABAR COAST).
 Proposed sailings from Hongkong.

For BOSTON AND NEW YORK.

S.S. "LENNOK" ... About 10th Sept.

For Freight and further information, apply to

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Hongkong, 2nd August, 1909. [1008]

THE PENINSULAR AND ORIENTAL

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AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA,"

Captain H. Powell, B.N.M., carrying His Majesty's Mails, will be despatched from this

for Bombay, &c., on SATURDAY, the

4th September, at Noon, taking passengers

and cargo for the above ports in connection

with the Company's s.s. "MAHORA," 10,500

tons, from Colombo, passengers' accommodation

in which vessel is secured before departure

from Hongkong.

Silk and Valables, all cargo for France and

Tea for London (under arrangement) will be

transhipped at Colombo into the mail steamer

proceeding direct to Marseilles and London,

other cargo for London, &c., will be conveyed

from Bombay by the R.M.S. "PERIA" due in

London on the 16th October, 1909.

Parcels will be received at this Office until

4 P.M. the day before sailing. The contents

and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 23rd August, 1909. [1]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island; Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL...	DEVANHA	Brit. str.	—	H. Powell, B.N.M.	P. & O. S. N. Co.	On 4th Sept., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SUMATRA	Brit. str.	—	C. J. Benton, B.N.M.	P. & O. S. N. Co.	About 8th Sept.
ANTWERP, ROTTERDAM & HAMBURG &c.	DORTMUND	Ger. str.	k.w.	Malchow	HAMBURG-AMERICA LINE	About middle of Sept.
NEW YORK	AMERICA	Ger. str.	k.w.	Block	HAMBURG-AMERICA LINE	On 20th Sept.
HAYRE, BREMEN & HAMBURG &c.	ANDALUSIA	Ger. str.	k.w.	Block	HAMBURG-AMERICA LINE	To-morrow.
HAYRE & HAMBURG VIA STRAITS, &c.	SPERIA	Ger. str.	k.w.	Block	HAMBURG-AMERICA LINE	On 14th Sept.
MARSEILLES &c. VIA PORTS OF CALL	TONKIN	Franch. str.	—	Charbonnel	MESSAGERIES MARITIMES	On 31st inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAMBA MARU	Jap. str.	—	C. H. Butler	NIPPON YUSEN KAISHA	On 1st Sept., at 1 P.M.
HAYRE, ROTTERDAM & HAMBURG &c.	SAKONIA	Ger. str.	k.w.	Babel	HAMBURG-AMERICA LINE	On 2nd Sept.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	INABA MARU	Jap. str.	—	R. Takeda	NIPPON YUSEN KAISHA	On 15th Sept., at D'Light
COOPENHAGEN & BALTIC PORTS	CATHAY	Dan. str.	—	A. E. Moos	MELCHERS & Co.	End of Sept.
GENOA, MARSEILLES, LONDON & ANTWERP &c.	MISHIMA MARU	Jap. str.	—	A. E. Moos	NIPPON YUSEN KAISHA	To-morrow, P.M.
CALLAO, IQUIQUE, &c. VIA JAPAN PORTS, &c.	AMERICA MARU	Jap. str.	—	B. Wilhelm	TOYO KISEN KAISHA	On 30th inst., at 5 P.M.
NAPLES, GENOA, ALGIERES, GIBRALTAR, &c.	GOEBEN	Ger. str.	—	B. Wilhelm	MELCHERS & Co.	To-day, at Noon.
NEW YORK VIA PORTS & SUEZ CANAL	INDRAPURA	Am. str.	—	J. Boyd	SHEWAN, TOMES & Co.	On 17th Sept.
BOSTON & NEW YORK	EXPRESS OF CHINA	Brit. str.	2m.	J. Boyd	SHAW, WATSON & Co.	About 10th Sept.
VANCOUVER VIA SHANGHAI JAPAN, &c.	ATHEMIA	Brit. str.	1m.	J. Boyd	CANADIAN PACIFIC R. Co.	On 4th Sept., at 8 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTEAGLE	Brit. str.	1m.	J. Boyd	DODWELL & Co., Ltd.	To-day.
TACOMA VIA KEELUNG, SHANGHAI & JAPAN	SHANTIN MARU	Jap. str.	—	T. Saito	CANADIAN PACIFIC R. Co.	On 18th Sept., at Noon.
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &c.	SHINANO MARU	Jap. str.	—	K. Kawata	OSAKA SHOSEN KAISHA	On 23rd inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	TAKOO MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 14th Sept., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 28th Sept., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	LAUVAN	Brit. str.	1m.	F. Iske	MELCHERS & Co.	On 3rd Sept., at Noon.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	L. Dawson	BUTTERFIELD & SWIRE	On 10th Sept., at D'Light
NAGASAKI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	—	M. Winkler	BUTTERFIELD & SWIRE	On 23rd Sept., at 4 P.M.
JAPAN	YAMAGUCHI MARU	Jap. str.	—	M. Winkler	BUTTERFIELD & SWIRE	On 1st Oct., at Noon.
WEIHAIWEI, CHEFOO & TIENTSIN	HUICHOW	Brit. str.	1m.	H. Koops	JAVA-CHINA-JAPAN LINE	Quick despatch.
TIENTSIN, CHEFOO & NEWCHOW	KWITANG	Brit. str.	—	E. Forsyth	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI	CHIPSING	Brit. str.	—	Dowson	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	ANHUI	Brit. str.	1m.	F. Mooney	JARDINE, MATHESON & Co., Ltd.	On 31st inst., at 4 P.M.
SHANGHAI	LIANG	Brit. str.	1m.	Williams	BUTTERFIELD & SWIRE	On 28th inst., at D'Light
SHANGHAI	HONGKONG	Brit. str.	—	A. E. Sandbach	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at D'Light
SHANGHAI	POLYMER	Franch. str.	—	Brook	MESSAGERIES MARITIMES	On 30th inst.
SHANGHAI	AMERICA	Ger. str.	k.w.	Deinat	HAMBURG-AMERICA LINE	On 29th inst.
SHANGHAI	FOOSHING	Brit. str.	—	T. Arthur	JARDINE, MATHESON & Co., Ltd.	On 31st inst., at 3 P.M.
SHANGHAI	DIABLO	Brit. str.	1m.	E. Zachar	OSAKA SHOSEN KAISHA	About 31st inst.
SHANGHAI	BUJIN MARU	Jap. str.	—	Y. Fueno	OSAKA SHOSEN KAISHA	On 2nd Sept., at 10 A.M.
SHANGHAI	CHINWA	Brit. str.	1m.	Owen Jones, B.N.M.	BUTTERFIELD & SWIRE	On 2nd Sept., at 4 P.M.
SHANGHAI	ASATE	Brit. str.	—	Owen Jones, B.N.M.	BUTTERFIELD & SWIRE	About 2nd Sept.
SHANGHAI	CHENAN	Brit. str.	1m.	Müller	BUTTERFIELD & SWIRE	On 5th Sept., at D'Light.
SHANGHAI	NICOMEDIA	Ger. str.	k.w.	Müller	HAMBURG-AMERICA LINE	On 12th Sept.
SHANGHAI	CYLOS	Brit. str.	—	H. E. Rivers	P. & O. S. N. Co.	About 10th Sept.
SHANGHAI	NAMANG	Brit. str.	—	M. B. Lake	JARDINE, MATHESON & Co., Ltd.	On 17th Sept., at Noon.
SHANGHAI	TRAMQUER	Dan. str.	—	H. E. Rivers	MELCHERS & Co.	Middle of Sept.
SHANGHAI	YAMAGUCHI	Jap. str.	—	H. E. Rivers	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI	DAGU MARU	Jap. str.	—	H. E. Rivers	OSAKA SHOSEN KAISHA	On 29th inst., at 10 A.M.
SHANGHAI	HITAY	Brit. str.	2 h.	Sandbach	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 3 P.M.
SHANGHAI	HITAY	Brit. str.	2 h.	J. B. Roach	DOUGLAS LAIPRAIK & Co.	To-morrow, at 2 P.M.
SHANGHAI	YUENANG	Brit. str.	—	Hodgins	DOUGLAS LAIPRAIK & Co.	On 31st inst., at 2 P.M.
SHANGHAI	ZATRO	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 P.M.
SHANGHAI	TEAN	Brit. str.	1m.	R. Rodger	SHEWAN TOMES & Co.	To-morrow, at 5 P.M.
SHANGHAI	LOONGANG	Brit. str.	—	A. V. Outerbridge	BUTTERFIELD & SWIRE	On 31st inst., at 3 P.M.
SHANGHAI	RUBI	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 3rd Sept., at 4 P.M.
SHANGHAI	TAMING	Brit. str.	1m.	R. W. Almond	SHEWAN, TOMES & Co.	On 4th Sept., at Noon.
SHANGHAI	BORNEO	Brit. str.	—	Penselber	BUTTERFIELD & SWIRE	On 7th Sept., at 4 P.M.
SHANGHAI	MOYON MARU	Jap. str.	—	F. Semml	NIPPON YUSEN KAISHA	Beginning of Sept.
SHANGHAI	KUMANO MARU	Jap. str.	—	J. O. Hobson	NIPPON YUSEN KAISHA	On 2nd Sept.
SHANGHAI	LAIRANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 31st inst., at 3 P.M.
SHANGHAI	HINANG	Brit. str.	—	E. J. Tadd	JARDINE, MATHESON & Co., Ltd.	On 4th Sept., at 2 P.M.
SHANGHAI	TILATAT	Dut. str.	—	W. J. Davis	JARDINE, MATHESON & Co., Ltd.	On 14th Sept., at 2 P.M.
SHANGHAI	TILATAT	Dut. str.	—	P. J. van Emmerick	JAVA-CHINA-JAPAN LINE	Quick despatch.

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VIA
 MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
* ATHEMIA	4,363	J. Boyd	On 26th August.
SUVERIC	6,232	S. Shotton	On 23rd September.
CELANO	4,637	F. W. Davies	On 21st October.
KUMERIC	6,232	J. Madh	On 18th November.

* These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

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For further information apply to

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Hongkong, 1st August, 1909.

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"GOEBEN" Capt. B. WILHELM	{ Thursday, 26th Aug., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DERFFLINGER" Capt. E. ZACHARIAS	{ About Monday, 31st August.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBIL	{ Beginning of September.
MANILA, YAP, NEW GUINEA, MELBOURNE, SYDNEY and MELBOURNE	"PRINZ WALEDMAR" Capt. F. ISKE	{ Friday, 10th Sept., at D'Light

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
 MELCHERS & Co.,
 GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 25th August, 1909.

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong: "EMPRESS OF CHINA" SAT., 4th Sept. "ALLAN LINER" FRIDAY, 1st Oct.
 "MONTEAGLE" SATURDAY, 13th Sept. "EMPRESS OF IRELAND" FRI, 22nd Oct.
 "EMPRESS OF INDIA" SAT., 25th Sept. "ALLAN LINER" FRIDAY, 12th Nov.
 "EMPRESS OF JAPAN" SAT., 16th Oct. "EMPRESS OF BRITAIN" FRI., 3rd Dec.
 "EMPRESS OF CHINA" SAT., 6th Nov.

"Empress" Steamships leave HONGKONG at 6 P.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

"EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York \$71.10

Intermediate on Steamers) 243 " 245.

and 1st Class Railway " 243 " 245.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while

crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates

affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (1st Class only) granted to Missionaries, Members

of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the

Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,

Corner Polder Street and Praya, opposite Blake Pier.

7

Hongkong, 24th August, 1909.

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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

Mails from EUROPE via SIBERIA:
Date of Despatch from London. Date due in Hongkong. Vessel.
6th & 7th August. 29th August. Chinkwa.

The Empress of China, with the Canadian mail, left Shanghai on Monday, the 23rd inst., at 4 p.m., and may be expected here to-day.
The Polynesia, with the French Mail of the 30th July, leaves Saigon on Friday, the 27th inst., at 5 a.m., and may be expected here on or about Friday, the 28th inst., at p.m. This packet brings replies to letters despatched from Hongkong on the 26th June.

FOR	PER	DATE
Europe, Asia, India via Tientsin	Thursday, 26th, 11.00 A.M.	Thursday, 26th, 11.00 A.M.
Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents	Thursday, 26th, 11.30 A.M.	Thursday, 26th, 11.30 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Thursday, 26th, 11.30 A.M.	Thursday, 26th, 11.30 A.M.
Swatow and Bangkok	Thursday, 26th, 1.00 P.M.	Thursday, 26th, 1.00 P.M.
Tientsin, Chioche and Newchwang	Thursday, 26th, 1.15 P.M.	Thursday, 26th, 1.15 P.M.
Swatow and Bangkok	Thursday, 26th, 3.00 P.M.	Thursday, 26th, 3.00 P.M.
Chinkiang	Thursday, 26th, 5.00 P.M.	Thursday, 26th, 5.00 P.M.
Shanghai and Kobe	Thursday, 26th, 5.00 P.M.	Thursday, 26th, 5.00 P.M.
Bangkok	Friday, 27th, 11.00 A.M.	Friday, 27th, 11.00 A.M.
Quang Chow Wan, Hoihow, Pakhoi and Haiphong	Friday, 27th, 11.00 A.M.	Friday, 27th, 11.00 A.M.
Swatow, Amoy and Foochow	Friday, 27th, 1.00 P.M.	Friday, 27th, 1.00 P.M.
Macao	Friday, 27th, 1.15 P.M.	Friday, 27th, 1.15 P.M.
Foochow	Friday, 27th, 2.00 P.M.	Friday, 27th, 2.00 P.M.

NOW IS THE TIME TO DRINK SUN PILSENER BEER.

OBTAINABLE EVERYWHERE.

H. RUTTONJEE & SON.

WINE AND SPIRIT MERCHANTS.

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

August 25th.

ON LONDON—	Telegraphic Transfer	184 1/2
Bank Bills, on demand	184 1/2	
Bank Bills, at 30 days' sight	184 1/2	
Bank Bills, at 4 months' sight	184 1/2	
Credit, at 4 months' sight	184 1/2	
Documentary Bills at 4 months' sight	184 1/2	
ON PARIS—	Bank Bills, on demand	219
Credit, at 4 months' sight	222 1/2	
ON GERMANY—	On demand	178
ON NEW YORK—	Bank Bills, on demand	42 1/2
Credit, at 60 days' sight	43 1/2	
ON BOHAI—	Telegraphic Transfer	131
Bank, on demand	131 1/2	
ON CALCUTTA—	Telegraphic Transfer	131
Bank, on demand	131 1/2	
ON SHANGHAI—	Bank, at sight	74 1/2
Private, 30 days' sight	75 1/2	
ON YOKOHAMA—	On demand	84 1/2
ON MANILA—	On demand	85 1/2
ON BANGKOK—	On demand	85 1/2
ON BATAVIA—	On demand	104 1/2
ON HAI PHONG—	On demand	91 1/2
ON SAIGON—	On demand	91 1/2
ON BANGKOK—	On demand	87 1/2
SOVEREIGNS, Bank's Buying Rate	\$11.50	
GOLD LEAF, 100 fine, per tael	\$59.90	
BAR SILVER, per oz.	23 1/2	

SUBSIDIARY COINS.	per cent
Chinese 20 cents pieces	\$7.00 discount.
Chinese 10 "	\$7.25
Hongkong 10 "	\$7.90
Hongkong 10 "	\$8.00

VESSELS EXPECTED.

THE CANADIAN MAIL.
The C.P.R. str. Empress of China arrived Shanghai at 3 p.m. on the 23rd inst., and left again at 4 p.m. same day for Hongkong, and is due to arrive at 8 a.m. to-day.
The C.P.R. str. Montague left Vancouver for Hongkong on the 16th inst. p.m. via the usual ports of call.
THE INDIAN MAIL.
The Indo-China str. Laisang from Calcutta and the Straits left Singapore for this port on 20th inst.
THE GERMAN MAIL.
The I.G.M. str. Derfflinger, carrying the German Mails with dates from Berlin of the 31st ult., left Colombo on the 19th inst. a.m., and may be expected here on or about the 30th inst.
THE FRENCH MAIL.
The M.M. str. Polynesia with the French Mail of the 1st inst., and mails from London of the 31st ult., will leave Saigon on the 27th inst. at 5 a.m., and is expected to arrive here on or about Monday morning, the 30th inst., and will leave for Shanghai and Japan on the same afternoon.
THE AUSTRALIAN MAIL.
The N.Y.K. str. Kumano Maru (Australia Line) left Thursday Island for this port via Manila on the 19th inst. and is expected here on the 30th inst.
The C.N. Co's str. Taiyuan leaves Sydney on the 25th inst., and is due here on the 19th prox.
MERCANTILE STRAINERS.
The H.A. Line str. Andania left Shanghai on the 22nd inst. p.m., and may be expected here to-day a.m.
The N.Y.K. str. Mitsu Maru (European Line) left Shanghai on the 23rd inst., and is expected here to-day a.m.

NAPIER JOHNSTONE'S "SQUARE BOTTLE"

WHISKY.

UNVARIED FOR

150 YEARS.

THE SAME TO-DAY

AS IN

1745

BEWARE OF WHISKIES

Sold under Similar Names

Known in Hongkong

for

Half a Century.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS.



THE ACME OF
EGYPTIAN
CIGARETTE
PERFECTION.

"They are social, soothing, plest,
they have fragrance, force and
zest."

IN 50'S & 100'S
HERMETICALLY SEALED BOXES.
FROM ALL TOBACCONISTS.

The
Fascination
of the East

is brought home to you in the
perfection to which Egyptian
Cigarettes have been brought
by Messrs. MASPERO FRERES
in their two brands known as

Bouton Rouge
and **Felucca**
Egyptian Cigarettes

The care with which they are made, under ideal climatic conditions,
starting from the selection of the leaf to the finished product, makes
these brands a revelation to the cigarette connoisseur.

A Luxury to the man of Taste.

Sole Agents: British-American Tobacco Company, Hong Kong.

SHARE LIST.—QUOTATIONS.

HONGKONG, AUGUST 25th, 1909.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$1,002 1/2, s.d.
National Bank of China, Limited	99,923	\$7	25	\$65, buyers
Bank of Communications, Limited	6,004	12 1/2	12 1/2	\$10, buyers
China Bank, Limited	60,000	\$12	\$12	\$13 1/2, sales
China Light and Power Company, Limited	50,000	\$10	\$10	\$11, buyers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$1	\$1	\$6.60, sellers
China Insurance Co., Ltd.	200,000	\$10	\$10	\$9.50, sellers
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 139
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$7 1/2, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 90 1/2
Loan Cotton Spinning Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 111 1/2
Soy Chee Cotton Spinning Co., Ltd.	2,000	Tls. 500	Tls. 500	Tls. 435 1/2
DAIRY FARM COMPANY, LIMITED.	40,000	\$7 1/2	\$7 1/2	\$14 1/2, buyers
DOCKS AND WHARVES.—				
Hongkong & Wharves Co., Ltd.	60,000	\$50	all	\$50, sales
Hongkong Wharves Co., Ltd.	50,000	\$50	all	\$50, s.d., buy.
New Amoy Dock Co., Limited	10,000	\$63	\$63	\$63, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 79
Shanghai and Hongkong Wharf Co., Ltd.	36,900	Tls. 100	Tls. 100	Tls. 147
FERROVIA & CO., LIMITED.	18,000	\$25	\$25	\$11, sellers
GREEN ISLAND CEMENT CO., LIMITED.	400,000	\$10	\$10	\$8.80, sellers
HONGKONG AND CHINA GAS CO., LIMITED.	7,000	\$210	\$210	\$210, buyers
HONGKONG ELECTRIC CO., LIMITED.	60,000	\$10	\$10	\$20 1/2, buyers
HONGKONG HOTEL COMPANY, LIMITED.	12,000	\$50	\$50	\$75, (old)
HONGKONG ICE COMPANY, LIMITED.	8,000	\$125	all	\$45
HONGKONG ROPE MANUFACTURING CO., LIMITED.	5,000	\$25	all	\$190, sellers
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$250	\$195, sellers
China Fire Insurance Co., Limited	10,000	\$100	\$100	\$115, sellers
China Trade Insurance Co., Limited	24,000	\$33 1/2	\$33 1/2	\$32, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$250	\$345, buyers
North-China Insurance Co., Limited	10,000	\$15	\$15	\$120, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$840, sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$22 1/2, buyers
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$105, buyers
Hongkong Land and Finance Co., Ltd.	150,000	\$10	\$10	\$9 1/2
Hongkong Land and Building Co., Ltd.	6,000	\$50	\$30	\$30, sellers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 120
West Point Building Co., Limited	12,500	\$50	\$50	\$44, sales
MINING.—				
Société Française des Charbonnages du Tonkin	16,000	Fes. 250	all	\$625, buyers
Ramb Australian Gold Mining Co., Ltd.	200,000	\$21	18/10	\$8, sellers
PEAK TRAMWAYS CO., LIMITED.	25,000	\$10	all	\$14 1/2
PHILIPPINE CO., LIMITED.	50,000	\$10	\$10	\$11 1/2
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$137 1/2, buyers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$30, sales
ROBINSON PLANT CO., LIMITED.	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$9, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$34
Hongkong, Canton & Macao S.E. Co., Ltd.	80,000	\$15	\$15	\$14 1/2, buy.
Indo-China Steam Navigation Co., Ltd.	60,000	\$5	\$5	\$19 1/2
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$2 1/2
Star Ferry Company, Limited	10,000	\$10	\$10	\$26
South China Morning Post, Limited	10,000	\$10	\$5	\$15 1/2
Steam Laundry Company, Limited	6,000	\$25	\$25	\$24, sellers
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$12
Wm. Powell, Limited	15,000	\$7	\$7	\$4, sellers
Weiskopf, Limited	10,000	\$10	\$10	\$5, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$8 1/2, buyers
Weissmann, Limited	175	\$100	\$100	\$150, buyers
United Asbestos Oriental Agency, Limited	9,900 only	\$10	\$10	\$12.40
Union Waterboat Co., Limited	100,000	\$10	\$10	\$300
	50,000	\$10	\$10	\$11, sellers

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1896	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.

VEHNON & SMYTH, Share-Brokers.

STEAMERS PASSED THE CANAL.

August 25th.

Quotations are:—

Malwa Old ... \$1,130/1,160 per picul.

Malwa New ... \$1,170/1,200 "

Malwa Old ... \$1,210/1,250 "

Malwa New ... \$1,250/1,300 "

Persian fine quality ... \$1,000/1,100 "

Persian extra fine ... \$1,000/1,100 "

Patna New ... \$1,030 per chest.

Patna Old ... \$1,045 "

Benares New ... \$1,045 "

Benares Old ... \$1,030 "

ARRIVALS AT HOME.

August 20th—Armand Behic, Salsuma, Indram, Denbighshire.

SHIPPING IN PORT.

HONGKONG, AUGUST 25th, 1909.

STRAINS.	FROM.	ARRIVAL.	DEPART.
AMERICA MARU, Japanese str.	3,480, H.	Hinokuma, 21st August—Moji 15th Aug.	General—Toyo Kisen Kaisha.
ANWU, British str.	1,35, J. B. Harris, 22nd	August—Shanghai 19th Aug.	General—Butterfield & Swire.
BOUABON, French str.	950, Le Bail, 19th	August—Saigon 15th Aug.	Rice—Mau Pak.
BUSAN, British str.	3,505, Y. Tatsu-	August—Yokohama 18th Aug.	General—Yokohama Specie Co.
CHANGHAI, British str.	1,193, F. Mooney, 24th	August—Tientsin 17th, Chefoo 18th and	Weihaiwei 19th August, General—Jardine, Matheson & Co.
CYCLONE, British str.	5,747, H. C. Harris, 7th	August—Manila 5th August, General—	Butterfield & Swire.
DOA, British str.	540, M.	Morales 6th August—Manila 3rd Aug.	General—Jorge & Co.
DUTY, Norwegian str.	630, Aaronsen, 19th	August—Samarang 6th August, Sngok	and Molasses—Agard, Thoresen & Co.
EMPIRE, British str.	2,843, Helms, 20th Aug.	General—Sydney and Manila 18th Aug.	General—Gibb, Livingston & Co.
FOOTLOCK, British str.	1,223, Vincent, 2nd	August—Cebu and Iloilo 29th, Gen-	eral—Butterfield & Swire.
GERMANIA, German str.	1,713, C. Jorgensen,	2nd August—Wakamatsu 17th August,	General—Butterfield & Swire.
GLACIAR, British str.	2,356, Houghton, 16th	August—Haiphong and Shanghai 13th	August, General—McGregor Bros. & Co.
HAIKONG, British str.	1,267, J. W. Packer,	2nd August—Fookhow via Amoy and	Swatow 22nd August, General—Douglas, Laprak & Co.
HALICUT, Dutch str.	2,047, Offenberg, 13th	August—Swatow 12th August, Enik Oil—	Adatto Petroleum & Co.
HANTAN, British str.	1,270, Trowbridge, 23rd	August—Moji 15th August, Coal—Butter-	field & Swire.
HATYAN, 742, D. Sidel Avaine, 9th August—			
HUTCHIN, British str.	1,217, E. Forsyth, 21st	August—Tientsin via Chefoo 12th August,	General—Butterfield & Swire.
HYSON, British str.	4,233, J. A. Davies, 19th	August—Liverpool 10th July, General—	Butterfield & Swire.
ISOMI MARU, Japanese str.	1,859, A. Yashii, 5th	August—Mororan 25th July, Coal—Mitsui	Bussan Kaisha.
ITAKA, German str.	1,446, W. Vogel, 22nd	August—Hongkong 20th August, Coal—	Hanbury-Amerika Linie.
KAITUMI MARU, Japanese str.	1,903, S. Sida,	16th August—Moji 6th August, Coal—	Mitsui Bussan Kaisha.
KASHING, British str.	1,276, Laver, 20th	August—Haiphong 17th August, Cattle	and Pigs—Butterfield & Swire.
KIANG CHING, Chinese str.	1,002, A. F.	Brissander, 11th August—Chinkiang 7th	August, General—King Lee.
KING GEORGE, British str.	2,057, J. E. Jeffroy,	1st August—New York 16th April,	General—Standard Oil Co.
KIANG PING, Chinese str.	1,222, H. Uddin,	17th August—Chinkiang 11th August,	General—Trig Lee & Co.
KIUKANG, British str.	1,221, Robertson, 22nd	August—Weihaiwei 17th August, General—	Butterfield & Swire.
KWIBERS, German str.	623, Niejahr, 23rd	Aug.—Haiphong and Hoihow 22nd Aug.	General—Jensen & Co.
KWETANG, British str.	1,404, M. Dawson,	19th August—Newchwang 12th August,	Coal—Butterfield & Swire.
LOTHIAN, British str.	3,222, W. J. Lockhart,	16th August—Calao 6th July—Doddell	& Co.
MANDARIN MARU, Jap. str.	4,444, Shimidzu,	10th August—Mitsui 4th August, Coal—	Mitsui Bussan Kaisha.
MEEPOO, Chinese str.	1,374, L. McArthur,	23rd August—Shanghai 20th August,	General—C. M. S. N. Co.
MICHAEL JESSEY, German str.	959, J. Peter-	son, 14th August—Amoy 11th August,	General—Jensen & Co.
MONSIEUR, American str.	8,750, H. E. Morton,	21st August—San Francisco 22nd July,	Mails and General—P. M. S. S. Co.
PAKHOI, British str.	1,201, J. Gibbs, 19th	August—Newchwang and Chefoo 11th	August, Beans and General—Butterfield & Swire.
PETCHABURI, German str.	1,373, C. G. Grewisch,	19th August—Bangkok 9th Aug.	General—Butterfield & Swire.
PONGTONG, German str.	998, H. Oldsen, 22nd	August—Bangkok 16th August, General—	N.D.L.

QUINTA, German str., 987, F. Frahm, 23rd
August—Sourabaya 11th August, Sugar—
Java-China-Japan Lin.

RAJAH, German str., 1,000, H. E. Rahr, 16th
August—Rajah 10th August, Wood—
Butterfield & Swire.

SAMSEN, German str., 998, R. Petersen, 16th
August—Bangkok 7th and Swatow 15th
August, Rice and Oakwood—Butterfield
& Swire.

SEATTLE MARU, Japanese str., 6,182, T. Saito,
16th August—Moji 11th August, General—
Osaka Shosen Kaisha.

SORBOON, American str., 821, J. M. Ugarde,
3rd August—Iloilo 29th July, Sugar—
Jorge & Co.

TATTOO MARU, Japanese str., 7,265, Ernest
Bont, 13th August—San Francisco 27th
July, Mails and General—Toyo Kisen
Kaisha.

THORNDIS, Norwegian str., 1,191, Jorgensen,
23rd August—Bangkok 16th and Swatow
22nd August, Rice—Kin Tye Loon.

THOAS, British str., 2,657, Miles, 17th Aug.—
Palimbang 7th August, Kerosene—Asiatic
Petroleum Co.

WONKOL, German str., 1,115, W. Reher, 22nd
August—Bangkok and Swatow 14th Aug.
Rice—North German Lloyd.

WUW, British str., 1,227, Cogran, 18th August—
Wakamatsu 12th August, Coal—Butter-
field & Swire.

YATSHING, British str., 1,424, Houghton, 19th
August—Chingwan 13th Aug., Coal—
Jardine, Matheson & Co.

ZAFIRO, British str., 1,629, R. Rodgers, 23rd
August—Manila 21st August, Heavy and
General—Shewan, Tomes & Co.

VISITORS AT HOTELS.

HONGKONG HOTELS.	
Mr. P. E. Adams	Mr. & Mrs. W. D. Kraft
Mr. F. H. Allen	Miss Kraft
Mr. P. W. Allen	Mr. & Mrs. A. Krane
Mr. H. N. Beaupaire	Mr. G. M. Lock
Mr. M. Breen	Mr. & Mrs. G. T. Lloyd
Mr. and Mrs. W. C. Bunker	Mr. D. Macdonald
Mr. E. O. Child	Dr. O. Marriott
Mr. E. R. Clark	Miss K. A. Massey
Mr. S. L. Cohen	Mr. G. C. McAlister
Mr. H. E. Colvin	Mr. J. E. McAlister
Mr. H. L. Condon	Mr. E. B. McAlister
Major F. Connolly	Mr. & Mrs. W. M. Milne
Mr. E. W. Day	Mr. & Mrs. L. H. Moore
Mr. C. Deiter	Mr. & Mrs. C. C.
Mr. & Mrs. Determann	Mr. & Mrs. C. C.
Mr. F. E. Foster	Mr. & Mrs. C. C.
Mr. Denman Fuller	Mr. & Mrs. C. C.
Mr. W. Galton	Mr. & Mrs. C. C.
Mr. A. J. Gibson & son	Mr. & Mrs. C. C.
Mr. & Mrs. E. H. Hill	Mr. & Mrs. C. C.